

CHANGES MADE BY BOARD OF HEALTH

Appointment of County Boards.
Dr. Floyd Named as Physician at Catawba.

(Special to The Times-Dispatch.)
Roanoke, Va., July 11.—The Virginia Board of Health met at the Catawba Sanatorium to-day and transacted a large amount of routine business. The most important matter taken up was the appointment of the various county health boards. The principal changes made are as follows:
Gloucester county—Dr. M. W. Halley, of Henric, vice Dr. F. Davis.
Richmond county—Dr. R. O. Lyell, of Warsaw, vice Dr. H. L. Segar.
Westmoreland county—Dr. G. Preston Hundley, vice Dr. R. H. Stuart.
Dr. G. B. Harris, vice Dr. S. M. Asherton.
Henrico county—Dr. B. H. Martin, vice Dr. W. A. Deas.
Dinwiddie county—Dr. I. W. McDowell, vice Dr. W. S. Briggs.
Lunenburg county—Dr. W. E. Vest, vice Dr. C. P. Capps.
Nottoway county—Dr. William Warren, Jr., vice Dr. W. V. Atkins.
Curry county—Dr. J. H. Parker, vice Dr. W. A. Seward.
Montgomery county—Dr. H. B. Pack, vice Dr. P. B. Elliott.
Greene county—Dr. W. E. Brown, vice Dr. E. W. Simms.
Buchanan county—Dr. W. E. Ridder, vice Dr. R. P. Whitehead.
Dr. P. E. Weatherly, vice Dr. J. H. Smith.
Pulaski county—Dr. Kunkle, to fill a vacancy.
Washington county—Dr. Teeter, of Abingdon, vice Dr. W. L. Davenport.
Bath county—Dr. Frank Hopkins, vice Dr. M. Edwards.

Ten members of the board were present—Dr. R. W. Martin, chairman, of Lynchburg; Dr. Stuart McGuire, of Richmond; Dr. Lewis E. Harvey, of Danville; Dr. William Smith, of Alexandria; Dr. James H. Dunkley, of Saltville; Dr. T. C. Firebaugh, of Harrisonburg; Dr. S. W. Hobson, of Newport News; Dr. O. C. Wright, of Jarratts, and Dr. J. B. Fisher, of Middleburg.
State Commissioner Ennion Williams and his assistant, Dr. Allen W. Freeman, were in attendance.
Dr. John Lloyd, who has been acting resident physician, was appointed to fill the position permanently.

Mr. Downing Here.
T. J. Downing, of Lancaster, a warm friend and supporter of Representative William A. Jones, was in the city last night, and remained for some time at the headquarters of the Virginia Democratic League.

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AVIATOR ATWOOD DELAYED



HARRY N. ATWOOD.

May Be Several Days Before He Makes Flight Over Washington.

Washington, July 11.—Harry N. Atwood completed his Boston-to-near-Washington flight when he arrived at College Park at 5:50 o'clock this morning, but the chances are that Washingtonians, who have been on the alert for a week to get a glimpse of the daring aviator, will not see him execute his promised aerial stunts over the capital for several days.

Shortly after 10 o'clock this morning Atwood smashed the Wright-Burgess machine at College Park, in which he had intended to fly over Washington this evening. Charles K. Hamilton, in whose aeroplane the young Bostonian flew from Atlantic City to the capital, is opposed to having his machine used in an exhibition flight over the city. Unless the army aeroplane at College Park is placed at Atwood's disposal he will be without means of carrying out his promise to circle the Capitol and the Monument.

The bad luck which has followed in Atwood's wake since he arrived at Atlantic City July 4 was in evidence again this morning. The aviator made a spectacular flight from Baltimore to College Park at an average altitude of 1,000 feet, but several hours later, when he attempted to mount in the Wright-Burgess machine the aeroplane behaved like a broncho and got beyond his control. It plunged to the ground and was so badly damaged that W. Starling Burgess, who witnessed the accident, decided to send it back to his factory and order an entirely new machine for delivery to the government.

Trip to City Abandoned.
All hope for a flight over the city this afternoon was not abandoned until Hamilton declared that he was opposed to risking his aeroplane in such an uncertain undertaking. Besides, Hamilton is expected to return to Atlantic City to conduct exhibition flights.

Atwood, according to a statement made by him this afternoon, will remain in Washington fully a week. He expects the new Wright-Burgess machine within two or three days at the most. Just as soon as he gets it in running order, he says, he will give Washingtonians a series of flights which will more than repay them for their long wait.

Atwood and Hamilton, after arriving at College Park this morning, came into the city and registered at the New Willard. Later they returned to the army aviation field, where at 10:31 o'clock Atwood tried out the Wright-Burgess machine.

Shortly after noon the two aviators,

accompanied by Mr. Burgess and Mrs. Burgess and Lieutenants Kirtland and Milling, of the United States Signal Corps, came into the city in a touring car and lunched at the New Willard.

Aviator Attracts Attention.
Atwood, notwithstanding that he has had three narrow escapes from death in the last four days and undergone numerous grueling experiences in completing the last leg of his aerial journey, appeared none the worse for his experiences. He was dressed in white flannels and a gray cap, and was the object of much attention as he stood in the lobby of the Willard, talking with Hamilton and the army aviators.

Hamilton would not say that he had refused to lend his machine to Atwood for a flight over the city, but asserted that he was opposed to such hazardous undertakings. When pressed for an answer as to whether it was his decision that had resulted in the postponement of the flight, he said that he was practically sure that he would leave Washington some time to-day for Atlantic City, where his manager was arranging for him to appear in exhibition flights.

Atwood is at the New Willard at his own expense, and not as the guest of the Chamber of Commerce. He stated this afternoon, however, that he would gladly accept an invitation to attend a luncheon to be given by the chamber in his honor.

Lost Four \$100 Bills.
L. P. Rader, of 915 East Marshall Street, reported to the police yesterday that he had lost or been robbed of \$500. He came into Richmond on a train, but did not discover his loss until after his arrival. The money was in four \$100 bills and in three \$50 bills.

For the Ice Mission

The following contributions were received by The Times-Dispatch yesterday for the Ice Mission:
Calvary Baptist Church.....\$ 1.50
H. H. Barnes.....1.00
Mary Bell Circle, St. Mark's Church.....2.50
Cash.....5.00
Cash.....1.00
Miss Eva Palmore.....1.00
L. M. F......50
C. W. Antrim.....2.00
M. P. Dams.....3.00
In memory of a little soldier of the Cross.....5.00
Mrs. W. W. Wood.....5.00
Beginners' Department, Calvary Baptist Church.....1.50
Total yesterday.....\$ 30.00
Previously acknowledged.....\$297.20
Grand total.....\$327.20

TWELVE KILLED AS TRAIN TAKES 20-FOOT PLUNGE

(Continued From First Page.)

leaped the rails, dragging all but three of its cars along.
Realized His Mistake.
The towerman says that when Curtis' locomotive whizzed by again had been shut off, and the brakes were grinding on sand. He believed the engineer realized his mistake, and was trying to slow down, although too late. Several hours elapsed before Mrs. Walcott was identified. She is the wife of Charles D. Walcott, of Washington, a director of the Smithsonian Institution. Mr. Walcott telephoned that he had left Washington, and would be here late to-night.

The bodies of the engineer and fireman were identified by railway employees. W. H. Boyd, of New York, a member of the train crew, is still missing.

Engineer Curtis is said by brother engineers to have been one of the most experienced and careful on the system. It is stated that while the Federal Express was not his regular train, he had run it many times. Ordinarily, L. L. Fowler would have brought the express through to-day, but as he had been doing considerable extra work recently he laid off this run to get a rest.

Investigation of the wreck will be begun at an early date, according to an announcement made by Coroner Wilson.

List of Injured.

The list of injured is as follows:
Mrs. Ada Grey, 25 Camden Street, Boston, minor injuries; sent home on the 7:20 train. W. H. Saunders, New London, burned about the hands. Mrs. W. H. Saunders, leg fractured. Mrs. J. E. Clephane, Chevy Chase, Md., bruises. Unknown woman, eye gouged out, face terribly bruised; leg fractured. Michael Furey, conductor of train, New Rochelle, N. Y., fracture of skull; internal injuries; will die. David Kissner, New York, brakeman, fracture of left leg; other injuries; probably will die. Mrs. James B. Joyce, Maury, a suburb of Washington, fracture of left wrist; back injured; shock; condition serious. Sarah Czabro, 931 South Penn Street, Philadelphia, head badly cut; body bruised; shock; condition serious. Christie and Antony Czabro, her two children, five and eight years; Christie bruised about head and body. Internal injuries; Tony fractured arm; scalp wound; internal injuries; may die. John F. Van Puffer, McDonald Street, Reidsville, Mass., fracture of skull; condition critical. Frank Von Puffer, cousin of John, 227 East North Street, Philadelphia, fracture of ribs; dislocation of shoulder; condition serious. Mary Swenson, Philadelphia, Pa., suffering from shock, serious. Lucy Note, 222 Washington Avenue, Washington, internal injuries, condition critical. Mrs. Nellie Pitesan and her daughter, Beatrice, aged thirteen, and son, John, aged eleven months, of Chevy Chase, Md., Frank A. Hoyt, Boston; Henry Christman, Middletown, Pa.; Joseph H. Sisson, New Haven, Edward M. Green, Huntington, Pa.; Mrs. Isabelle Dorsey, Washington, D. C.; Mrs. Mary Z. Sosky, Philadelphia; Miss Bessie Beech, Woodstock, Va.; Miss Carrie Holmes, Philadelphia; Miss Jessie Gray Mickens, Washington; Miss Mildred Earnest, Washington; Miss Helen Gibbs, Washington; Mary E. Harris, Philadelphia; Miss Angelina Grimke, Washington; Mrs. Mary Hartman, Philadelphia; Miss Lucille Meservey, Washington; Mrs. Sarah Clark, Washington; Miss Mattie Corning, Philadelphia.
George Rogers, Washington, D. C., fractured arm; severe bruises. His wife and young son were killed and another son, Frank, badly hurt. Mrs. Sarah McConner, Chestnut Hill, Philadelphia, injuries to body and back; not serious. Charles Frazier, Navertree Green, Md., scalded and internally injured; condition critical. Mrs. Emily Wilson, 2221 Sears Street, Philadelphia; fractured left rib and leg; condition critical. Miss Bertha Monroe, Lincoln Avenue, Cliftondale, Mass.; right arm fractured; injuries to spine; condition critical. Mrs. Mary McCann, 3216 Water Street, Philadelphia, scalp wound; fracture of arm; condition critical. Mrs. Mary Walker, 1225 Eleventh Street, Washington; shock; not serious. Mrs. Mary Johnson, Tree Creek, S. D.; shock and minor injuries; not serious. Edward M. Green, Huntington, Pa.; suffering from smoke; will recover.

WRECK STIRS CAPITAL

Federal Express Often Used by President in His Trips.
Washington, July 11.—The news of the wreck of the Federal Express was received in Washington with more than common interest, not only because of the Washington residents included in the list of victims, but because of the fact that President Taft uses this train many times during the year. On his various trips to Beverly, to New Haven, where he is a member of the Yale corporation, and to other points in the East, the President's car is generally attached to the Federal Express, leaving here at 5:35 P. M., and circling Manhattan Island by ferry.

The President has not been in or near an accident during his many trips throughout the country, and heretofore it has not been thought necessary that unusual precautions should be taken on the double track roads of the East and Central West when he traveled.

The wreck of the Federal Express, however, caused a distinct shock at the White House to-day, and it is more than likely that when the President next goes to Boston or Beverly he will travel by other means.

Colonel Percy Hawes, of Richmond, was one of the few who escaped from the Pullman car Atrium, which was shattered in the wreck. The colonel was on the way to meet his son, Captain George P. Hawes, of Fort Warren, who met him at the Back Bay Station, Boston.

It was one of the few, perhaps the only passenger, who was awake at the time," said the colonel. "I had just looked at my watch and found it was 2:30 o'clock. We were an hour behind the schedule. I was turning over in my berth when the brakes went. The car rocked and tossed like a piece of artillery crossing a rough field, and then the artillery broke loose. The car turned turtle. It was the worst hit car of them all as far as dead and wounded went. When the car went over I shot into the air, and was lopped over to land on No. 12's lower berth. I was twisted up in my clothes, and it seemed that half the country was on my back. I found my trousers in my hand and I dug out a heavy pocket knife. I cut myself free of the stuff around me, and I used that knife on everything. They tell me that I was the first one out of that car."

Mrs. J. J. Woodruff, of Somerset, Va., was accompanied by her little boy and the latter's nurse. They were all badly

shaken up and escaped from the imprisonment car, with the help of some of the St. Louis baseball players.

COLONEL HAWES IN WRECK
Sustained Minor Bruises When Federal Express Went Over.

Colonel G. Percy Hawes, of Ginter Park, was one of those injured in the wreck of the Federal Express near Bridgeport, Conn., yesterday morning. Colonel Hawes was reported as having

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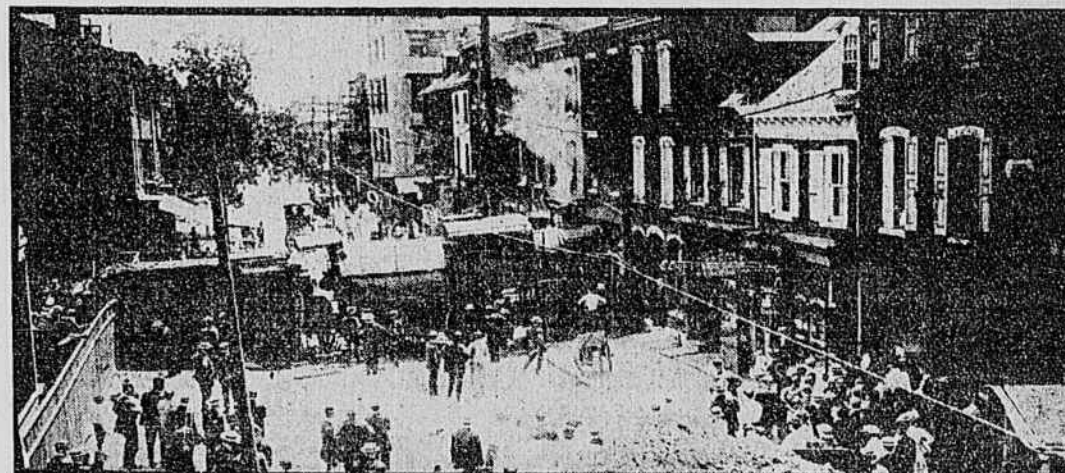
Robert Barr's great character will again appear for the benefit of readers of this issue of the Illustrated Sunday Magazine. This one of the series is the conclusion of the story entitled "Stranleigh Deals in Stocks." Read it.

A Host of Other Good Reading

Contained in this issue are the following literary gems: "A Side-Light on the Rialto," by Newton Fuessle; "The Ghostly Bridegroom," by Etta Anthony Baker; "Fads of Prominent People," by Isabel Joyce; "Imaginary Recollections," by John Kendrick Bangs; "Frank Fables of Family Folks," by Sophie Irene Loeb; "Merriment in the Slums," by Max Merryman.

AND A BEAUTIFUL COLORED COVER

RUNS ACROSS STREET WITHOUT TRACKS



On June 22 in Philadelphia a locomotive left by the engineer and fireman started in some unexplained manner and ran away, running across a street without tracks, and buried its nose in a building, putting it and its neighbor out of plumb.

(Copyright, American Press Ass'n.)

a pilot engine will precede the train to which his car is attached. Such a request undoubtedly will be made by the White House officials to safeguard the life of the President, where open switches or defective rails threaten peril.

Among the more prominent Washingtonians in the list of injured were Mrs. Walter C. Clephane, of Chevy Chase, Md., the wife of a well-known local attorney; Mrs. Logan W. Page, wife of the director of the office of public roads in the Department of Agriculture; and Mrs. James B. Royce, of the Maury Apartment House, wife of a clerk in the War Department.

FIRST ONE OUT OF CAR.

Colonel Hawes Tells of His Experience When Train Is Wrecked.

(Special to The Times-Dispatch.)
Bridgeport, Conn., July 11.—Among those caught in the Federal Express horror here were a number of Virginians, as well as others from Baltimore and Woodstock, Md.

Colonel Percy Hawes, of Richmond, was one of the few who escaped from the Pullman car Atrium, which was shattered in the wreck. The colonel was on the way to meet his son, Captain George P. Hawes, of Fort Warren, who met him at the Back Bay Station, Boston.

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Mrs. J. J. Woodruff, of Somerset, Va., was accompanied by her little boy and the latter's nurse. They were all badly

been cut and bruised, but not seriously injured. He was able to add vigorously in the rescue of those trapped in the cars.

Colonel Hawes has just recovered from a serious illness, and on Monday left Richmond for a visit to his son, Captain G. Percy Hawes, Jr., United States Army, who is now stationed at Fort Warren, in Boston Harbor. Mrs. John J. Woodruff, of Somerset, Va., was on the same train with her child and a nurse, Miss Hughes. Mr. Woodruff was in Richmond yesterday, and he could not hear until late in the afternoon that all were safe.

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